BIG PURCHASE OF EXPOSITION **DISPLAY PIANOS**

Kieselhorst Piano Company Get the Exposition Pianos, Organs and Piano Players-An Enormous Deal, Involving Large Sum of Cash Money.

BUYS THEM OF MANUFACTURERS AT ABOUT HALF FACTORY PRICES Great Speed Is Hoped for From

Investment Considered a Good One by Kieselhorst Company on Account of High Character of Pianos and the Extraordinary Cut Prices at Which They Were Secured.

SHOULD BE GOOD NEWS FOR ST. LOUISANS WHO NEED PIANOS

A Big Sale Will Be Inaugurated at 8:30 Sharp Monday, the 28th, to Continue Ten Days Only-Entire Stock Will Be Offered at Most Remarkable Money-Saving Prices Ever Known - Many Will Go at Merely Nominal Price.

EASY TERMS OF PAYMENT OFFERED TO ALL—STORE, 914 OLIVE, OPEN EVENINGS

Probably the largest plano deal ever made in this country, for immediate delivery, has just been consummated by the Kleselhorst Piano Company, a deal involving something like two hundred and fifty instruments and a great many

thousands of dollars.

Many of the manufacturers who have their planes on display at the Exposi-tion, not wishing to incur the expense of boxing and shipping the instruments back to the factory, were pleased to find in the Kleselhorst Piano Company a buyer for their planes, organs and plane players, notwithstanding the Kieselhorst Company's offer for the entire cost; in fact, the offer finally accepted ar factory cost.

BEST PIANOS BY THE VARIOUS MAKERS.

Another reason why the manufacarers finally accepted our low cash offer for all these instruments was that, while every style and make represented the very best that the several makers could produce, yet they could not well and them out to their trade as "just impleted pianos," for the numbers (all lanos are numbered) would show, if he cases did not, that the pianos had een manufactured for many months. 'ractically all this stock of fine pianos een displayed at the Exposition, but ny that show mars whatever will be ully restored to the original finish in

GREAT OPPORTUNITY FOR PIANO BUYERS.

It's an old saying that a "tale speeds best being plainly told," and it's our purpose to be candid in this announcement and tell you in a plain, straight forward way, just as though we were taiking to you in person, "the story." as Steinway, Chickering and other makes, it were, of this piano opportunity, and we have no hesitancy in saying that sition to close at \$75, \$90, \$100 to \$225 persons who have been looking for a plano bargain, people who have been wanting one of the high-class planes, and for various reasons have put the matter off from time to time, will have at this sale the best chance ever presented to gratify their wishes and supply home and family with a good instrument at the lowest prices ever quoted in this country (quality considered), and on very easy terms if de-

OVERLOADED WITH PIANOS-MUST SELL.

The purchase of this Exposition stock of planos, etc., and having on hand a large regular stock, places us in a position where we must clear out at least a hundred and fifty instruments in the next ten days. The Exposition stock will be coming in daily now, and will positively be closed out as fast as brought in. We mean to clear these planes out and do it quickly. The prices at which we bought them will enable us to offer them to the gen-eral public at such ridiculously low prices and on such extremely terms that we are sure they will all be

taken in a week or ten days.

SALE BEGINS AT 8:30 A. M. MONDAY.

Beginning at 8:30 Monday morning, the 28th, and continuing for ten days no longer-we shall offer this entire stock as we bought it, which will mean a saving to purchasers of a third to half regular prices, and many styles of makes will go at merely nominal as compared with their real

BEST AND MOST RELIABLE MAKES. This stock comprises the best and most reliable makes of planos, such as the famous Kimball, Steinway, Hallet Whitney, Fischer, Knabe, Hinze, Har-rington, Gabler, Vose & Sons, Kleselhorst and other makes. A large majority of this stock is brand-new. Some, of course, is slightly case solled and will be priced accordingly.

PLAIN FIGURES, ONE PRICE TO ALL All instruments will be marked in plain figures—one price to all—and that price the lowest ever known on good planes. A schoolgirl can buy as advan-tageously as the shrewdest shopper.

TROLLEY LINE BUILDING.

Track-Laying.

Illinois traction system trolley line, from

TO OUT-OF-TOWN PATRONS. We will send planos anywhere, to be paid for on a very easy-payment plan if desired. Persons, we are sure, can afford to come hundreds of miles to attend this sale, for it is to be a genuine money-saving opportunity that none should miss if an instrument is needed now, or if one will have to be purchased in the next two years.

All planos fully guaranteed, and our guarantee means another piano any time you're not satisfied or your money back if we can't please you.

AS TO THE SALE PRICES.

Simply this: Space is too valuable to go into de-tail as to the prices and styles of the various makes. You'll find here new uprights for \$90

to \$115, usually priced by dealers at \$225 to \$250. You'll find here new standard-made upright pianos for \$135, \$148 to \$165, which are regular \$275 and \$300 values.

Terms, \$10 or more down, \$5 to \$7 monthly. You'll find here new standard-grade uprights that sell regularly at \$325, \$350 and \$425, to close, at \$175, \$195 to \$225, and up for the more elaborate

You'll find the finest of cabinet grand uprights, comprising the best of makes, some of them most beautifully carved for display at Exposition. Had we pur-chased these at the regular factory prices we should have to sell them at \$450, \$500, \$550 and \$600, but the discount we secured enables us to close them out at \$240, \$275 and \$298, and little higher for the most expensively

Terms, \$10 to \$25 down, \$7 to \$10 monthly, or cash. Used uprights, comprising Kimball,

for almost new ones.

Terms to suit purchasers. GREAT COMBINATION OFFER-PIANO AND PLAYER.

We have numerous players, some used as display at the Fair, and some rented to parties for use during the Fair. They comprise the best makes— Apollos, Pianolas, Kimballs, Cecilians and other makes; regular \$250 players to close at half price and less; all guaranteed and attached to your plane.

A guaranteed Plano worth......\$325 Total value\$600 Sale discount\$239

Piano and player guaranteed. Easy terms if desired. This is the greatest value ever offered in this country for the money in

a combination plane and plane player.

We give you choice of three makes of piano players and several makes of

GOOD SQUARE PIANOS AT HALF VALUE.

We have a number of good square pianos that we positively must get out of the way of incoming Exposition stock. Kimballs, Steinways, Knabes and othat \$10. At this price it's about giving them away, when we count the repairs we have put on them. They are worth all of \$50 to \$150, but they go at from \$10 to \$45, and little more for very best. Terms, \$5 to \$7 cash, \$2 to \$4 monthly.

Numerous good cabinet organs to close at about your own price and

Attend the great sale early to secure We shall keep our store open even-

ings during sale to accommodate those who cannot call during the day.

KIESELHORST PIANO CO., 914 Olive st.

cord. S. I., by order of the Board of

Illinois Traction Will Soon Begin REPUBLIC SPECIAL. Decatur, Ill., Nov. 28.—Grading on the

NURSE'S COURSE AT HARVARD. Cambridge Institution About to

Establish Innovation.

New York, Nov. 26.—The announcement has been made that Harvard University is about to establish a four years' course

is about to establish a four years' course of training for nurses, the college to be maintained in connection with the regular university work.

This will be the first college of its kind in the world, although other attempts along similar lines have been made, notably in Teachers' College. Columbia, where special courses in hospital economics are offered. The mest notable feature of the Harvard innovation is that it involves the direct admission of women into the university.

FIRST ATLANTIC TURBINE STEAMER

Victorian, With a Capacity for 1,300 Passengers, Is Now Nearing Completion.

TO CARRY CANADIAN MAILS.

Her Triple Screws - Absence of Vibration a Notable Feature.

REPUBLIC SPECIAL New York, Nov. 26.-The steam turbing

is at last monarch of the ocean! The Victorian, the first turbine ever built for the Atlantic or any other ocean serv-ice, is nearing completion, and her trial trip, scheduled to take place before the end of the year, is anxiously awaited by engineers, shipbuilders, owners and pasengars as well, for it is destined to mark an important epoch in the progress ceanic travel.

I have described in detail a number of ressels equipped with turbines, among them being the Brighton, utilized by the Cunard Commission in making comparative tests between the older style reciprocating engines and the newer type of steam turbines, but in every instance these ships have been limited in size and power to the channel or river service. While these smaller turbine propelled steamers have proven largely successful in all the emential requirements they have not by any means demonstrated conclusively that the new engine was equally suitable for driving the largest oceangoing liners, and it was this fact that deterred the great companies in a too hasty desire to adopt it, for according to the laws of chance there stil, remained the possibility of failure, in which event heavy losses would be involved.

ure, in which event heavy losses would be involved.

Hence the reason why the launching of the Victorian has created such widespread interest, and now, as the finishing touches are being concluded, the important companies are on the qui vive to learn the results of her earliest performance, and this is accentuated to no small extent in virtue of the extraordinary precautions taken to insure an absolute and complete success in the greatest modern experiment in the annals of marine construction.

This new record breaking vessel was de-signed and built for the Allan line in Bel-

signed and built for the Allan line in Belfast, Ireland, by Workman, Clark & Co., who have one of the largest and best equipped shipbuilding plants in Great Britain. So complete are the works that from the reception of an order for a steamer until site is handed over to the owners every item in her construction is made by them, even to the engines and auxiliary machinery; and recently, feeling that the turbine was to be the future power for marine work, they commenced the manufacture of these engines under the Parsons patents.

The new liner is a handsome and aristocratic ship, her lines fore and aft are sharp and clean cut, swelling gracefully into a noble breadth amidships—all of which suggests high qualities of steadiness and stability and indicates to the trained eye a capacity for speed that could hardly be equaled. For her beam she has great depth, as may be easily concluded when it is stated that from her keel to her flying bridge the distance measures at least seventy-four feet. A determination of her dimensions shows that she has a length over all of 50 feet, a breadth of these and a death of these and a death of the steam shough of the steam and a death though the steam and a death of the steam and a death the steam and a death and a de

iength over all of 50 feet, and though she is not as large as some of the vessels saunched within the last few years, there is not a sufficient difference to require additional evidence or greater proof of the adaptability of the steam turbine to high speed ocean steamships.

A year ago, when the contract for the Victorian was awarded, the performance of the marine turbine engine was not very well known, and at that time the Allan company intended her, as well as her sister ship, the Virginian, which is now building on the Clyde, to be propelled by triple expansion reciprocating engines, developed to the last limits of perfection and used there many years. As the construction of the hull proceeded the knowledge concerning the merits of turbines advanced and finally the Allan company decided to settle forever the question of adaptability of turbines to ocean liners.

ECONOMY OF SPACE ECONOMY OF SPACE

A great deal has been written about the economy of space derived from the use of more noticeable and pronounced than in

the new engine, but in no instance is this more noticeable and pronounced than in the Victorian, and so marked has this been that the builders have been able to provide freedom and facilities on beard that are in all probability not equaled by any other vessel of her size afloat. Ordinarily this extra space would have been given over to accommodations for additional passengers, but the saving has not been utilized in this harshly commercial spirit. Instead it has been devoted to extending every possible comfort and luxury to the three classes of patrons.

The new liner is built to the highest class of British Corporation Registry of Shipping and her hull has been especially strengthened above the requirements of the corporation as an additional safeguard against the heavy weather of the North Atlantic, for she is intended for the first-class Canadian mail, pessenger and general service between the United Kingdom and Canada. She possesses accommodations for 1300 passengers and a capacity for a cargo of \$,000 tons. The first-class accommodations for 1300 passengers and a capacity for a cargo of \$,000 tons. The first-class accommodations for 1300 passengers and expenditure of the second-class quarters, and even the second-class passengers are provided for in a most liberal manner. The vessel is electric lighted throughout, and it has a complete printing outfit and an installation of Marconi's wireless telegraph system, which will serve to keep the passengers in constant touch with the shores of either mainland during the entire voyage. Her hold is provided with insulated chambers and refrigerating appearatus, so that she may carry fruit and dairy produce from Canada to England. Her hull is divided into eleven compartments, and with subdivisions of her double bottom she has twenty watertight spaces.

Gigantitic turnelines. GIGANTIC TURBINES.

So much for the ship proper. But th mission given to the builders by the Allan mission given to the outdoors by the Allan company was the construction of the gi-tantic turbines which are to drive the Victorian. This branch of the work the shipbuilding company also undertook, hav-ing acquired the rights to equip vessels by a company. ing acquired the rights to equip vessels built in their vard from the Parsons Turbine Company.

Watching the process of building these great machines the imagination is easily led to see the making of titanic music boxes or some kind of mechanical toys for the amusement of a giant and, indeed, the analogy is not so far overdrawn, for who shall say that a man capable of designing an engine that may drive a 500-footer across the Atlantic in three days is not a giant in reind, if not in physque? There are three of these up-to-date engines in the Victorian, on high pressure and two low pressure turbines; the heavy steel casing and drum of each of the low pressure turbines weigh nearly 100 tons and are absolutely proof against bursting under the enormous steam pressure to be used, while the blades on which the steam acts, and there is the almost incredible number of a million and a half of them, from a striking and remarkable contrast.

It is these little pieces of curved metal.

contrast.

It is these little pieces of curved metal, each of which is not larger than the blade of a penknife and upon which not more than an ounce of steam imminges at every impulse, that are expected to drive the new liner at a speed greater than has ever been made across the ocean in the world's history.

SAVING IN COAL While saving in coal consumption and conomy of room are the chief advantages economy of room are the chief advantages offered by the turbine over the ordinary triple expansion engines, there are others of exceeding importance in connection with ocean traffic. One of the latter is the complete absence of the unbalanced forces which cause vibration in an ordinary steamer, but which is in the new method reduced to the vanishing point. The dan-

St. Louis The Victor was awarded the GRAND PRIZE over all other talking machines at the St. Louis Exposition. This is the first prize and the highest award given. The Victor was also awarded the first prize at Buffalo in 1901.

This proves that the Victor is the best talking machine. It is also the greatest musical instrument in the world.

Wonthe First Prize at

LOCAL AGENTS,

St. Louis Talking Machine Co., 519 Olive St., St. Louis.



trouble on a modern steamer. In a turbine the steam acts directly on the revolving element, driving the shafts of the ship with an even turning movement and thus enormously reducing the stresses to which the moving parts of ordinary engines are subjected. Finally, the claims for the turbine indicate that there is not only a saving in weight, speed, attendance and upkeep, but there is the added advantage of a higher increase in speed.

The latter may be accounted for by the higher natural speed of the turbines. By way of illustration, it is well known that reciprocating engines, as well as all other classes of machinery producing motion or operating by motion, decrease in speed as they increase in size, due to the increased stresses to which the materials they are constructed of are subjected. It is evident then that the limit of speed must soon be reached in large engines of the type devised by Watt.

The Victorian has three propellers of manganese bronze, and the dimensions of these are so small they would appear far more suitable for a tugboat than an Atlantic liner.

The propellers being directly connected to the turbines, they are revolved at a high rate of speed in comparison with those of older vessels, the former making approximately 300 revolutions per minute. The small propeller and the direct drive are the chief factors in the smooth and equable motion of a turbine boat even when going at a high speed.

CHEROKEES AS TEACHERS.

Furnish Twice as Many Pedagogues as All Other Tribes.

Muskogee, I. T., Nov. 26.-There are to day twice as many school teachers of Cherokee blood who are teaching schools as there are teachers of all the remaining States. This remarkable fact was found in a comparison of the last report of the Commissioner of Indian Affairs and the reports of the Supervisor of Schools for

It is a great showing for the Cherokees and shows what can be done in a few years along educational lines, when there is a definite object in view. Five years ago the Cherokee school authorities and the Government officials began training the Cherokee youth as teachers. The courses in the Cherokee national schools were adjusted to that end. The students were impressed with the idea that school teaching is an honorable profession. They were not graduates from the seminaries ing. They were appointed to places as soon as they had finished their courses in the Cherokee schools, and they take to teaching readily.

There are now 175 Cherokee teachers employed in Indian Territory. The Cherokee Nation has 243 schools. until they were fully equipped for teach-

LEUPP TO SUCCEED JONES. Newspaper Man to Become Com-

missioner of Indian Affairs.

REPUBLIC SPECIAL Washington, Nov. 28.—That Francis E. Leupp, the Washington correspondent of Commissioner of Incan Affairs upon the retirement of Commissioner William A.

Jones on March 4, is generally accepted here.
Mr. Leupp has long enjoyed the intimate Mr. Leupp has long enjoyed the intimate friendship of President Rooseveit and is well versed in Indian affairs. He is actively affiliated with the Indian Rights Association. Mr. Leupp has, also, made personal investigation of Indian affairs at the request of the President, and is eminently fitted to succeed Commissioner Jones.

Mr. Leupp is well known throughout the country. He has been doing journalistic work at the capital for years. Should he become head of the Indian Bureau, Poor Lo will find him to be as stanch a friend as the retiring Commissioner.

Exports Worth One Hundred Million a Year Due to His Applied Science.

HE SAFEGUARDS THE PUBLIC.

His Part in Government Attempts to Give Us Pure Food Now Employed in Building and Railroading.

REPUBLIC SPECIAL

Boston, Nov. 26.-The various experiments which the United States Govern ment has been conducting to determine standards of purity of foodstuffs have brought into special prominence this year the modern development of chemistry by which, having become fundamental in a great many manufacturing and mechanical processes, it is now considered a prime requisite in technical training. There is hardly a branch of Twentieth Century industry in which an important part is not assigned to the chemist. He is no longer merely a scientific theorist; he is a profes sional man whose work is plainly practical and whose accomplishments are do ing at least as much as those of any other profession to set the world forward on the road of progress.

The striking thing about Twentieth Century chemistry is the relation of the pure science, which is what the layman generally thinks of, to the applied, which is the practical utilization of the experimenter's discoveries. Indeed, though physical chemistry is commonly regarded as dealing with abstract questions, the United States now market annually over \$100,000,000 worth of predects obtained by the application of only a portion of its results such products, for example, as aluminum, carborundum, sodium and bleaching powder. The demands of manufacturers for improved processes of products, the utilization of waste, and so on, has stimulated and facilitated "pure" investigation; and, on the other hand, the spurring of the scientist has driven on the industrial chemist to experiments of as great general value as of commercial worth.

So important is this interdependency considered to be, in fact, that the Massachusetts institute of Technology has recently established a special research laboratory, the first connected with an American educational institution, wherein a group of workers are devoting their entire energies to the purely scientific problems that so often lead to the applied chemistry of te-morrow.

METHODS OF TRAINING. ing with abstract questions, the United

METHODS OF TRAINING. At the recent international meeting of scientists it was said that the manner and method of training men who will and method of training men who will apply to industrial needs the phenomena discovered by the scientific recluse are "matters which have to do with not only the future of chemical industries, but with the very vitality of nations."

What pure and applied chemistry, working together, have wrought for the modern man and woman makes an almost endless list, yet their work has but just begun. The drug trade demanded a quinine that should be devoid of the bitter taste which made that valuable remedy so difficult to administer sometimes, but should retain all its antimalarial proper-

given new illuminating powers to our gas lights; the waste material from pitch-blende was thrown away after most of the uranium had been removed, until suddenly it was discovered that radium could be extracted from it; twenty-five years ago Professor Ira Remsen, as a result of strictly scientific investigations, discovered benzole sulphimide, which under its more familiar name of saccharine has been a boon to thousands of sufferers from ill health who could not with safety use sugar; and in several branches of industry what was once considered a waste byproduct has become the main material of factories.

The chemist has his share in practically all forms of productive activity. The Department of Agriculture, while it is testing foods, is at the same time experimenting with methods of treating soils. In the cotion industry, for instance, the chemist begins his work with the cultivation of the ground in which the seed is to be planted and does not finish it until the tinted fabric is wound and bundled to be put on rade in the store; he begins with the digging of ore from the mine and follows the crude material through its manifold changes till it becomes one of the great engines that distribute our commerce over the earth. Chemistry and a battle-ship seem far enough removed, yet chemistry is one of the important studies of the young men whom Unice Sam selects from the Naval Academy at Annapolis and sends to the Institute of Technology to be turned into naval constructors. In modern naval constructors in modern naval constructors. In modern naval constructors as single instance, the whole problem of armored warships turns upon chemical methods of securing such intimate combinations of iron and steel with varying amounts of carbon, nickel and other elements as shall provide the greatest resisting power against hostile missiles, and gupower against hostile missiles, and gupower liself was a chemical discovery.

RALIROAD LABORATORIES.

RAILROAD LABORATORIES The operation of a modern railway is another place where chemistry would hardly seem likely to be much in evidence, but every large rallway system maintains expert chemists, in whose laboratories questions of vital importance to railroad economies are constantly undergoing minute chemical study. Chemistry is here chiefly concerned with the quality of the material used by the road, from its steel ralls to its car paint, even going deeper than the rails sometimes, and including the very soil of the roadbed. Some years ago, when a passenger coach on the Pennsylvania Railroad had just come from the car cleaners, an official noticed that the car paint had apparently been injured in cleaning. An investigation proved that both varnish and paint had been seriously injured and the car cleaners blamed the soap furnished by the company. The soap was sent to the chemical laboratory, declared guilty and the car cleaners cleared of all responsibility. The chemist, with his expert and minute knowledge of the action of one substance upon another, had thus verified the statement of even so humble a person as the car cleaner and incidentally saved the company thousands of dollars in its future purchases of so humble a commodity as soap.

In the larger sense this same chemist but every large railway system maintain

incidentally saved the company thousands of dollars in its future purchases of so humble a commodity as soap.

In the larger sense this same chemist safeguards the entire traveling public. His delicate apparatus not only determines the working value of the raw material that makes the locometives and trucks and couples the cars together, but keeps this material up to the standard. When new sections of track are built the soil is often chemically analyzed to see how it will stand the weight of the structure, and on this analysis depends the depth to which piles must be driven or rock ballast lafd to make the track permanently level.

In building the typical American city, as well as in managing its public works, the chemist is equally important. Chemical investigation has made all steel and iron construction possible, and is still working out the question of the skyscraper as the characteristic structure of the coming century. To protect steel and iron from the chemical action of air is the great problem of the Twentleth Century construction; and it is here also that the "pure science," seeking solely for knowledge, is always likely to find the tury construction; and it is here also that the 'pure science,' seeking solely for knowledge, is always likely to find the new combination such a discovery, for a sample, as would lead to a new kind of steel and iron absolutely immune to atmospheric conditions. The chemist is final authority on the materials that make the skyscraper; an important person in the insurance company that insures it, the telephone company that supplies its telephones, the electric company it that lights it—and if the building is occupied by a big department store in practically every factory that supplies it from the mill dyeing its silks and cottons to the dairy furnishing the grocery department with cheese and butter.

SPAIN FALLS INTO LINE. Accepts Peace Conference Invita-

at the State Department to-day that Spain has accepted in principle the President's invitation for another peace conference at The Hague, reserving for further discussion the fixing of a date for the meet-

Ambassador Jusserand called on Secretary Hay and repeated what French Foreign Minister Delcases had said to the efreassembling of The Hague Peace Conference had received a most sympathetic It was stated that France had accepted

the invitation in principle, with a reservation as to the date for holding the confer-Denmark, likewise, has accepted the

President's invitation. None of the Powers addressed on the subject have declined the invitation.

LIVE WITH COW AND PIGS. Domestic Menagerie Housed With Russian Family in Buffalo.

Buffalo, Nov. M.-Doctor William B. May and Detectives Condon and Shook, under orders from Health Commiss Greene, investigated the house of Ludwig

Staronski. Doctor May's report is as follows: "Adjoining the house is a small summer kitchen. In that apartment was a closet, in which a pig was quartered. The improvised sty was so narrow that the animal was unable to turn. In the front room, what might be termed a partor, was a cow.

While we were on our tour of inspection two goats dropped in to see what was going on. The stench was unbearable. Four dogs comprise the rest of the menagerie, not to mention the numerous chickens which were allowed to roam at will through the house. We were informed that eight persons, including some small children, lived in the small rooms, along with the cow, the pig, the goats, the dogs and the chickens."

Toast the brilliant beauty of your lady in a brimming, sparkling bumper of

GOLD SEAL

America's Best. Possesses a pungency, bouquet and sparkling bead equaled by no other. All the delicious qualities of the French product at half the cost Special Dry-for the ladies-

Brut for the conneissour. GOLD SEAL is in evidence at all first-class hotels and cafes in St. Louis and on the Exposition Grounds. See our exhibit in Alsle B in the Agriculture building.

Sold by all leading gro-cers and wine merchants.

SCARLET FEVER IN A SCHOOL Closing of Building Turns Out 650

fifty children were turned from school by the closing of the public school at Con-

Illinois traction system trolley line, from Carlinville south to connect Springfeld and Decatur with St. Louis, is progressing rapidly. The line runs directly south from Carlinville to Mitchell, where it will cross the tracks of the Wabash, Alton, Big Four and Frisco on one long bridge, which is now being built.

Another trolley time is projected to run northeast from the cast side of the river to Litchfield, from where it is expected ultimately to extend it to Decatur, following along the route of the Wabash Railroad.

Children in New York. New York, Nov. 25 .- Six hundred and

GOOD CABINET ORGANS AT SACRI-

Established 1879.

ord, S. I., by order of the Board of Health William Bweeney, aged 10 years, a pupil in the school, was taken ill, and a physician diagnosed the case as scarlet fever.

The lad had been in close contact with other pupils. A force of fumigators has been put to work in the school and a care-rul watch will be kept as to whether oth-ers are taken with the disease.